California's Marine Invasive Species Program

California State Lands Commission, Marine Facilities Division

Ballast Water Management (pg. 1)

Why is ballast water a concern?

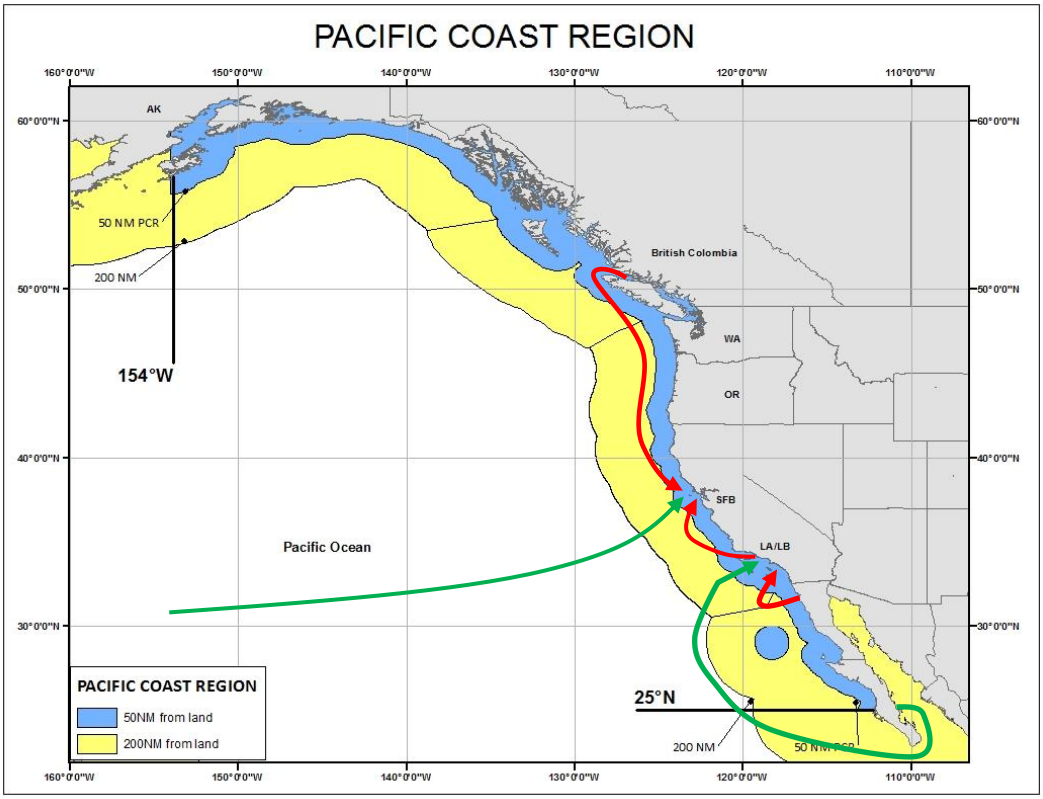
Vessels may take on, discharge or redistribute ballast water during cargo loading and unloading, as they encounter rough seas, or as they transit through shallow waterways. As ballast is transferred from one place to another, so are thousands of organisms taken into the tanks along with the water. These organisms can establish themselves in new places, and can have severe ecological, economic and human health impacts in the receiving environment.

What are California's ballast water management requirements for vessels?

Requirements for ballast water management apply to vessels over 300 gross registered tons, capable of carrying ballast water. Prior to the implementation of performance standards **(see Performance Standards for Ballast Water Discharge information sheet)** management requirements vary depending on whether the vessel arrives from inside or outside of the Pacific Coast Region, ***and*** whether ballast water is from inside or outside of the Pacific Coast Region. There are 2 regulatory categories:

1) Vessels arriving to California Waters from a port or place ***outside the Pacific Coast Region.***
2) Vessels arriving to California Waters from a port or place ***within the Pacific Coast Region, with ballast water from the Pacific Coast Region.***

Pacific Coast Region (PCR) Definition: All coastal waters (within 200 nm of land) on the Pacific Coast of North America east of 154 degrees W longitude and north of 25 degrees N latitude (Public Resources Code, Section 71200(k)). Excluding the Gulf of California.



Examples of vessels arriving to California waters from outside the Pacific Coast Region

Examples of vessels arriving to California waters from within the Pacific Coast Region

Revised 08/03/2015

Ballast Water Management (pg. 2)

Ballast water management options: Vessels arriving from outside the Pacific Coast Region

1) Retain all ballast water (no discharge).
2) Exchange ballast water in ***mid-ocean waters*** (waters more than 200 nm from land at least 2,000 m deep):
   - ***Empty refill method: 100% volumetric replacement.***
   - ***Flow through method: 300% volumetric replacement.***
3) Discharge ballast water at the ***same location*** where the ballast water originated. It must be demonstrated that the water was not mixed with ballast water taken on in an area other than mid-ocean waters.
   - ***Same location*** = Within 1 nautical mile (6,000 ft) of the berth or within the recognized breakwater of a California port or place at which the ballast water was loaded.
3) Use an alternative, environmentally sound, Commission or US Coast Guard-approved method of treatment
4) Discharge to an approved reception facility (none currently exist).
5) Under extraordinary circumstances, perform a ballast water exchange within an area agreed to in advance by the Commission.

Ballast water management options: Vessels arriving from within the Pacific Coast Region, with ballast water from the Pacific Coast Region

1) Retain ballast water (no discharge).
2) Exchange ballast water in ***near-coastal waters*** (waters more than 50 nm from land at least 200 m deep) **of the Pacific Coast Region**:
   - ***Empty refill method: 100% volumetric replacement.***
   - ***Flow through method: 300% volumetric replacement.***
3) Discharge ballast water at the ***same port or place*** where the ballast water originated. It must be demonstrated that the water was not mixed with ballast water taken on in an area other than mid-ocean waters.
   a) Same port or place = Within 1 nautical mile (6,000 ft) of the berth or within the recognized breakwater of a California port or place at which the ballast water was loaded.
   b) The following 2 port regions/port complexes are considered a single "port or place":
      - All areas in the San Francisco Bay area east of the Golden Gate bridge, including Stockton and Sacramento = Same port or place.
      - Los Angeles, Long Beach and the El Segundo marine terminal = Same port or place.
4) Use an alternative, environmentally sound, Commission or US Coast Guard-approved method of treatment
5) Discharge to an approved reception facility (none currently exist).
6) Under extraordinary circumstances, perform a ballast water exchange within an area agreed to in advance by the Commission.

Ballast water originating from an EEZ outside the Pacific Coast Region *must be managed the same as vessels arriving from outside the Pacific Coast Region, regardless of the vessel's last port of call*

What if ballast water management compromises safety?

Ballast water management is not required if it is determined that the procedure would threaten the safety of the vessel, its crew, or its passengers. This may be due to adverse weather, vessel design limitations, equipment failure, or other extraordinary conditions (California Public Resources Code, Section 71203).

If the master determines that ballast water management poses a danger, all feasible measures that do not compromise the safety of the vessel must be taken to minimize the discharge of nonindigenous species.

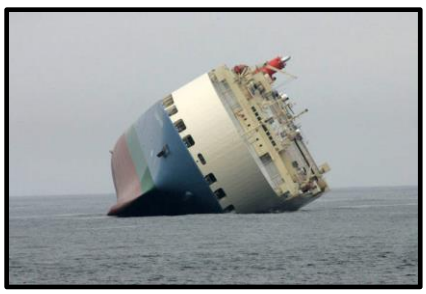


Photo by Kevin Bell, U.S. Fish and Wildlife Service

Revised 08/03/2015

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Ballast Water Management (pg. 3)

Image by Mary Hollinger, NOAA

NOAA/National Marine Sanctuary Program

Best management practices for ballast water

Owners, operators and persons in charge must also follow best management practices to minimize the release of nonindigenous species into California waters (Public Resources Code Section 71204). These are:

1) Discharge only the minimal amount of ballast water essential to operations
2) Minimize discharge and uptake in marine sanctuaries, marine preserves, marine parks, or coral reefs.
3) Minimize or avoid uptake of ballast water in:
    - Areas with known infestations of nonindigenous organisms.
    - Areas near a sewage outfall.
    - Areas for which the master has been informed of the presence of a toxic algal bloom.
    - Areas of poor tidal flushing or high turbidity.
    - Periods of darkness when bottom dwelling organisms may rise up in the water column.
    - Areas where sediments have been disturbed (e.g. near dredging operations).
4) Clean ballast tanks regularly in mid-ocean waters or in port or drydock.
5) Rinse anchors and anchor chains to remove organisms and sediments at their place of origin.
6) Remove hull fouling organisms on a regular basis ***(see Hull Removal and Hull Husbandry Reporting information sheet).***

Are there recordkeeping and reporting form submission requirements?

Yes. California also requires that certain records be maintained onboard, and that ballast water reporting forms be submitted to the state. ***See information sheet, "Ballast Water Recordkeeping and Reporting Form Submission"***.

Where can I find more information?

Website: *http://www.slc.ca.gov/Programs/MISP.html*

Email: *chris.brown@slc.ca.gov*
Telephone: *916-574-0236*

California Code of Regulations

Title 2, Division 3, Chapter 1, Article 4.6. Ballast Water Regulations for Vessels Operating Within the Pacific Coast Region

California Public Resources Code

Sections 71200, 71203, 71204

Revised 08/03/2015